



### Vessels Advertised as Loading.

**BIRTH.**  
On the 11th February.

BIRTH,  
FEBRUARY.

us to accept all that has been said by  
Foreign Press in Japan. There has

Vessels.	Agents.
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stillborn.

## DEATH

little calm, judicial reasoning.  
where there is so much conai

on this outcry against the Japanese desire for faith, irrational petulances, a tendency, when the markets go against them, to repudiate mercantile obligations must have a more or less solid basis otherwise this superstructure of position would never have been reached. In the present instance, simply because we have not a complete statement of fact from both sides I believe, we suspend our judgment, but we are decidedly of opinion that any consideration of The Future of Japanese is incomplete which fails to discuss the readjustment of the departments of the country and the bearing upon international intercourse.

Japan can be important as a manufacturing force, great as a military and naval and political factor, and in relation to her intercourse with the world. It is not alone her large amount of capital, the inventive genius of her people, or the indomitable perseverance of her soldiers and sailors that has contributed to the power and influence of Great Britain. Her prestige is as much as anything on her commerce, integrity and innate spirit of fair and upright dealing with all nations and peoples; and if Japan hopes to become the successors she can only do so by submitting to the guidance of the same practical, wise, and competent rulers that in Western methods imbued the highest feelings of probity and with a due regard to the rights and privileges of those nationally

interests of trade attract to her

**LOCAL AND GENESEE**

**PASSED SURE CANAL.**  
**OUTWARD BOUND:**—*Abergeldie*,  
Umba, 8; *Rotary*, 12; *Cunfa*, 1;  
lyon, Adelaide, 18; *Salague*,  
22; *Lauderdale*, 26; *Dardanelles*,  
nyon, Ceph, 23; *Carpathia*,  
Manila, Macdoug, Feb. 1.

**HOMEWARD BOUND:**—*Canton*, Jr.  
Argyle, 18; *Pozidon*, Glen.  
Agamemnon, Salague, Feb. 1.

The N. E. Co. s. s. *Prins*: *Hein*,  
the German Mail of Jan. 1;  
sapor on Saturday, February  
midnight, and may be ex-  
pected on or about Friday, February  
daylight.

The s. s. *Tacoma* left Yokohama  
ports on Feb. 8, via Japan po.  
The O. & O. s. s. *Belgic* left  
claco on Jan. 24 for this po.  
The P. M. s. s. *Peru*, with the  
MAIL, left San Francisco for  
via Yokohama and Nagasaki  
Feb. 1.

The *Empress* of Japan left Va.  
Hongkong on Feb. 5.

The s. s. *Chelydra*, from Ch.

Strait, left Singapore on Monday morning. It may be expected here on Feb. 12.

**New Comic Song and Dance.**  
W. Robinson and Company.

The delivery of the English mail will be at 4.40 p.m.

THERE were 175 European and Chinese visitors to the City Hall during the week ending Feb. 1.

Two Kling storedeers were at Singapore on 4th instant, on the steamer *Carmarthenshire*, which carried a quantity of explosives for the

The death rate last month in British and Foreign communities was 21.6, and for

principles  
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ty, as *Spectator*  
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Tax Imperial German mail-  
*Heinrich, Captain Engelhardt*  
 German mails with dates for  
 the 14th January, having left  
 the 9th instant, at midnight  
 here on or about Friday, that  
 at daylight.

It is notified in the *Gazette*  
 provisions of Section 3 of the  
 School Ordinance, 1886, 1, that  
 the Governor has by writing  
 certified that the West Point  
 School is fitted for the reception  
 of youthful offenders as may be  
 in pursuance of the above-men-  
 tioned Ordinance.

W. ROBINSON and Company,

We have to record the death of Fraser Smith, editor of the *Telegraph*, which occurred last night seven o'clock on Tuesday. Mr. Fraser Smith had been some years from lung disease, and he had contracted a chill, which, with two bloods, resulted in his death. He had been a resident of Honolulu nineteen years, and as a journalist he has been prominent in the public during that time. He was at the Happy Valley this morning, and largely attended.

11

New Piano Repairing Machinery arrived for W. Robinson and Company.

At the R.N. Seamen's Club on Saturday night an enjoyable smoking concert was given by the Chief and First-Class Petty Officers of H.M. ships.

A course had the misfortune to have one of his legs broken in Graham Street yesterday, having been run over by a runaway cart laden with timber.

DAMAGE to the extent of \$30 was done by fire at an oil shop at 140 Queen's Road Central occupied by Ng Hing. The fire was discovered shortly after one o'clock yesterday morning, and was promptly extinguished by the Fire Brigade. The stock was insured for \$6000 with the North German Fire Insurance Co.

COLLARD and Collard Pianos, at W. Robinson and Company.

The following appointments have been made at the Admiralty:—Lieutenants—F. A. Pawlett, to the *Centurion*; R. W. Dalgety, to the *Mercury*; Lieutenants in Command—Vernon Maud, to the *Firebrand*; Acting Lieutenant, R.N.R.—F. W. H. James, to the *Zeolus*; A. E. Blincoe, to the *Caroline*; Sub-Lieutenants—Gerald F. Youel, to the *Mercury*; M. F. B. Whyte, to the *Caroline*; H. A. Canthure, to the *Centurion*.

The Norddeutscher Lloyd steamer *Prinz Heinrich*, which left Singapore on Saturday, the 9th inst., about midnight, being due here about Friday morning, is the second of the Company's steamers built by F. Schichan in Danzig. The *Prinz Heinrich* is a sister ship of the *Prinz Regent Luitpold*, launched early in 1894, and now running on the Australian line. The *Prinz Heinrich* attained on her trial trip an average speed of 17½ knots. She is a steel twin-screw steamer of about 7000 tons, measuring 460 feet in length, 62 feet in breadth and 33 feet depth (measured from the main-deck). The accommodations for passengers have been further improved, particularly to suit the tropical climate. The well-known elegant saloon arrangements of the Norddeutscher Lloyd Company's steamers will be found on board the *Prinz Heinrich*, but instead of the Baroque style formerly in use, the modern English style has been adopted; and with all its elegance the saloons at the same time will be found highly comfortable. The *Prinz Heinrich* will dock here for scraping and painting the bottom before proceeding to Shanghai, as the present dock arrangements at Bremerhaven are not large enough to permit the steamer to go into dock there. It also appears quite possible that the *Prinz Heinrich* and the newly-lengthened *Prinzess* will have to dock here in the course of the next year or two until the dock arrangements at Bremerhaven are sufficiently improved to allow the steamers to dock at that port. We also understand that the *Prinz Heinrich*, on her return from Shanghai, is likely to be thrown open to the public for general inspection.

W. Robinson and Company for the highest class Piano Tuning.

#### 'ROBINSON ORSOWE.'

Notwithstanding the inclemency of the weather on Saturday last a very large audience was present at the Theatre to witness the 4th performance of 'Robinson Crusoe.' There is no doubt the pantomime improves on acquaintance, and song and dance throughout the evening met with continued and loud applause. Judging by the number of bouquets passed across the footlights, the lower market must be 'firm and likely to advance.'

There were plenty of new topical allusions introduced, and those referring to the recent Building Ordinance case caused much laughter. One stanza runs—

Oh Cooper, Tucker, Captain Hastings too,  
How could you thus insult the Great Tailcoat?  
To encourage enemies should be your aim,  
To drop this petty party ruse upon him,  
Have you got secret bribes no longer?  
Just Henry Edwin does a month's bail!

Mr Hagen was in capital voice, but her charming number song, one of the prettiest musical numbers in the piece, was marred by the incessant chattering behind the scenes. Please look to this, Mr Manager, and keep your chorus quiet when they are off the stage.

Mr Cruise is improving and giving us more of Mrs Orsow and less of Mr Brady; her new song, in place of 'My sweet lady' was entirely successful. The card scene introduced into Scene 4 fell very flat, want of rehearsal possibly, and the old business is much to be preferred. Mr Caldwell was in great form, and his dance and his beautiful English girl, and his return on the last note 'Take in conjunction with Polly's next sentence it seems a bit incongruous.'

Four more performances are advertised for the 12th, 16th, 18th and 23rd. It is to be hoped the management will see their way to give an afternoon performance for the youngsters of the Colony.

#### HONGKONG RIFLE ASSOCIATION.

LONG RANGE SHOTS AND SPOONS.

Saturday was not an inviting day for shooting, and in consequence the attendance was not good. Major Viteley won the cup, and Messrs Stiver, Stewart, and Rose were the spoons. The following are the best scores:—

Name	100	200	300	400	500	600	700	800	900	1000	Total
Major Viteley, R.N.	10	10	10	10	10	10	10	10	10	10	100
Mr Stiver, R.N.	10	10	10	10	10	10	10	10	10	10	100
Mr Stewart, R.N.	10	10	10	10	10	10	10	10	10	10	100
Mr Rose, R.N.	10	10	10	10	10	10	10	10	10	10	100

#### UNAUTHORISED BUILDING AT QUARRY BAY.

SENZENCX REVIEWED.—HARD LABOUR STRUCK OUT.

At the Magistrate's this afternoon, Captain Hastings reviewed his sentences of \$200 with the alternative of two months' hard labour passed upon Mr E. Mackintosh (of Messrs Butterfield and Swire) for four contraventions of the Building Ordinance.

Mr J. J. Francis, Q.C., appeared on behalf of Mr Mackintosh.

Capt. Hastings—Before re-opening this case I wish to say that I have been asked by the defendant to state under what Ordinance and section I based my decision. I based my decision under sub-section 3, Section 77, of the Building Ordinance—that was in regard to the fine; and under Section 39 of the Magistrate's Ordinance in regard to the imprisonment. I have been considering this case in relation to the Ordinance, and it appears to me to be rather a strained application to apply Section 39. So seldom has there been recourse to distress in default of payment of fine in the Police Court that it has become practically a dead letter. On thoroughly examining the section it appears to me that it is a strained construction to put upon it to impose imprisonment. In cases of this sort, in default of payment, it would be better to proceed by distress, and therefore I gave the defendant an opportunity of re-opening the case with a view to reviewing my decision in regard to imprisonment. I am sorry if I hurt anybody's feelings.

Mr Tucker—Does your Worship intend to re-open the case, or to receive fresh evidence? Capt. Hastings—(to Mr Francis)—Do you admit the charges?

Mr Francis—The notice your Worship gave us was a notice to review your decision. It is not for me nor Mr Tucker to address you. It is not the case you are reviewing; you are simply reviewing your own decision with certain lights that have come before you since the giving of your consideration of the Ordinance. I do not think it is competent for you to re-open the case and go into further evidence. It is only your Worship's judgment on the facts you have that is before the Court for re-consideration. I will only ask your Worship's further attention to the fact that one portion of your sentence was for a breach of Section 69. I think there were four separate charges. I do not know precisely under what section those four charges were made. Some were under Section 69.

Capt. Hastings—The sections were 68 and 69 of Ordinance 15 of 1889.

Mr Francis—There is no penalty attached to clause 68.

Capt. Hastings—I based my decision on sub-section 3, Section 77. Every act, failure, neglect, or omission in relation whereby any section of this Ordinance is contravened.

Mr Francis—That is so, but there is no power to inflict a penalty.

Capt. Hastings—Section 84 states that in case of conviction 'Every person offending against the provisions of Sections 54 to 66 both inclusive' shall be liable to a fine of \$20. And by Section 85, 'every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Mr Francis—I point out to your Worship Sections 84 and 85. As you will see they are absolutely inconsistent. Section 84 says 'Every person offending against the provisions of Sections 54 to 66, both inclusive, shall be liable to a fine of \$20.' Section 85 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 86 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.' Section 87 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 88 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 89 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 90 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 91 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 92 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 93 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

Section 94 says 'Every person committing a nuisance as defined by Section 77 is liable to a fine of \$100.'

#### DAIRY FARM COMPANY, LIMITED.

THE FARM NOT A PHILANTHROPIC INSTITUTION.

The eighth ordinary yearly meeting of the Dairy Farm Co., Limited, was held in the office of Mr G. Sharp on Tuesday, the 10th inst. Mr G. Sharp presided, and there were also present—Messrs E. Burnie, J. W. Noble, Douglas Jones, J. M. E. Macdonald (Directors), W. H. Potts (Secretary), J. Walker (Manager), O. M. Adamson, G. C. Cox, W. H. Ray, G. Potts, and S. G. Bird. The Secretary read the notice calling the meeting.

The Chairman said: Well, gentlemen, we have during the past twelve months done our best. We have not achieved any great success, but we do not think that is our fault. I think it is only right to draw attention to the fact that we have worked for nothing for nine years past, and I think it is only right to say that we are really entitled to something if we work as hard as we have. The report has been in your hands for some few days, and if you will allow me, I will take it as read. There is not much to remark upon it. I last year drew your attention to the fact that our property stood then at the same figure as it had done for years; I now desire to draw your attention to the fact that it stands in our books at that which we have paid for it. Some of you may think it is not worth the money. Others may think that it is worth more than the money. At any rate it is not very fairly that the property was purchased for a special object and that for that object it may be worth the money. I am sure, although it might not sell for that amount upon the market. The report at the bottom shows a balance of \$2991.64 which is desired should be carried over. It might be written off, but the majority of the Directors thought it was desirable to carry it forward, and therefore I give it forward. Whether it means that we have \$2991.64 beyond our capital of \$100,000 may be matter of opinion; I think it is right to draw your attention to the fact of the property because it is a particular item, a considerable item in the accounts, and we take it just now we had not made a great success; I think it is a great success that we have made a great success in respect. When I came here thirty-six years ago there was no milk to be had. We were as badly off then as they appear to be at present in India according to a very interesting extract which was produced last week from the *Times of India* in the *Daily Press* recounting the experiences of the dairyman in India.

He finds on his table, beside the writing materials, a small jug of milk, accompanied by a long letter from the wife of the Officer Commanding the Irregulars, calling his attention to the jug of 'so-called milk,' as she satirically puts it, and which she has sent up for him to look at and taste, and concerning which she must beg him to answer the following questions at his very earliest convenience (very much underlined): 'Is it really milk? Is it more than half water? Is it not cruelly adulterated and calculated to make her dear children ill? Is it not a cruel and wicked shame (more italics) that such a poisonous mixture should be sold in any proper-looking adulterated? Will Major Sturt have the goodness to fine the milkman at least ten rupees at once?'

When I was in India it was the same thing then, and so it has continued up to the present. When I was in Hongkong first it was the same thing then, but it is not the same thing now. We have beautiful milk. We have good milk as we have good water, both of first quality (a laugh), and it can be given to our little children with safety and given to our old people with thankfulness and gratitude; and I think if we have not accomplished a great commercial success we may flatter ourselves we have been permitted to accomplish a great social success, and I hope we shall have patience to enable us to work out this Company's history to a successful issue. With the qualifying remarks I have made I beg to propose the acceptance and adoption of the accounts and report as presented to you.

Capt. Burnett seconded. Agreed.

Mr Douglas Jones—It is perhaps a little bit unusual and out of order for me to speak at this juncture, but I hope you will not consider it so, as I anticipate perhaps the speech of the Chairman might lead you to imagine that the man of the Board might think that the Dairy Farm is a philanthropic, charitable institution. I can say for all that that is not my view of it at all (Mr Sharp, hear, hear). I have got a considerable amount of capital in it, and I intend to make it not only a social success but a financial success, and I am in hopes that in a very short time or within a reasonable time it will become so (Mr Sharp, hear, hear).

On the motion of Mr Macdonald, seconded by Mr Ray, the election of Mr Douglas Jones and Mr Noble as Directors was confirmed.

The Chairman proposed and Mr G. H. Potts seconded. Mr G. H. Potts seconded the re-election of Messrs G. Sharp and Macdonald as Directors. Agreed.

The Chairman—The next business is the election of an auditor. Mr Robert Lyall was nominated and elected to the office of auditor for a short change and the accounts were audited in the meantime by Mr Henderson, but if you wish Mr Lyall to be re-elected perhaps somebody would propose it.

Mr S. G. Bird proposed and Mr G. H. Potts seconded. Mr Robert Lyall's re-election.

The Chairman—I wish I could say the dividend warrants would be sent you day to-morrow. But I quite hope Mr Douglas Jones' ambition and desire in regard to the Company may be fulfilled.

Mr Noble—In the next future.

The Chairman thanked the shareholders for their attendance. This concluded the business of the meeting.

#### HONGKONG AND WHAMPOA DOCK CO., LIMITED.

The following is the report of the Board of Directors of the Hongkong & Whampoa Dock Company, Limited, to the ordinary yearly meeting of shareholders to be held at the office of the company, No. 14, Pava, on Monday, the 18th inst., at 3 o'clock p.m.:

The total receipts for the six months are \$773,304.79, and the net profit, after paying interest due and all charges, amounts to \$133,602.77, which has to be added to the balance brought forward from last Account \$17,373.53.

and from this have to be deducted—  
Directors' Fees \$4,000.00  
Auditors' Fees \$400.00  
Leaving available for appropriation \$133,602.77

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Directors' Fees \$4,000.00  
Auditors' Fees \$400.00  
Leaving available for appropriation \$133,602.77

#### THE CHINA MAIL.

The Directors recommend that a dividend for the half-year of 7 per cent. on \$109,576 be paid to the Shareholders. On Bonus of \$100 to Contributing Shareholders, that \$35,000 be written from the value of Kowloon Docks, \$50,000 from the value of the launches, and the balance \$22,761.72 carried to the Reserve.

The work of lengthening the No. 3 Dock at Kowloon is now so far advanced that the admittance of the dock being utilized. With the increased length this dock will be found most serviceable.

Directors.—The Directors sincerely regret the death of their colleague Mr H. H. Potts who has been a much-esteemed Member of the Board for twenty-three years. Mr C. Jantzen having left the Colony, Messrs N. A. Sles and S. G. Bird have been invited to fill these vacancies. Mr J. H. Lewis has also been asked to join the Board. These appointments are to be confirmed at this meeting.

According to clause 60 of the Articles of Association Messrs Henry Hope Joseph and Julius Kramer retire, but Mr Kramer being eligible offers himself for re-election.

Mr G. B. Dodwell has been appointed Chairman for the year 1896. Auditors.—The accounts have been audited by Messrs S. G. Bird and Fullerton Henderson, Mr Thomas Arnold having left the Colony on leave of absence. The Directors recommend Messrs Thomas Arnold and S. G. Bird for re-election.

#### REUTERS TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, Feb. 11. FRENCH ATLANTIC LINER OVERDUE.

The French liner *Gasconne*, with five hundred people on board, bound to Havre from New York, is seven days overdue; the grave anxiety is entertained for her safety. Terrible weather is prevailing in the Atlantic.

#### SEVERE WEATHER IN EUROPE.

The winter in England and on the Continent is Arctic in its intensity.

#### THE FIGHTING AT WEI-WAIWEI.

Of thirteen Chinese torpedo boats attempting to escape from Wei-wai-wei, ten were captured, sunk, and one got away. Japanese despatches state that the attacks on the nights of 5th and 6th inst. several of their torpedo boats were sunk or disabled. It is believed that all six Chinese ships were torpedoed. The Island of Liu-kung-tau was captured on the 7th inst.

#### THE CHINA-JAPAN WAR.

THE FIGHTING AT WEI-WAIWEI. JAPANESE FLEET ENTER AND ENGAGE CHINESE FLEET.

CHINESE MAINTAINING DESPERATE RESISTANCE.

THREE TORPEDO BOATS SUNK.

(From Our Special War Correspondent.)

Weiwei, Feb. 8, noon.

At seven o'clock this morning (8th inst.) a severe naval engagement was commenced, several Japanese warships entering the bay by the seaward entrance.

Three Chinese torpedo boats attempted to escape by the western entrance. They were fired upon by the Japanese and sunk.

The thirteen Chinese warships inside the bay have taken up a position on the south-east shore of Leukangtau Island.

The main squadron of the Japanese fleet still remains outside. Four Chinese forts on the south-east of the Island are maintaining an incessant fire in reply to the commanding of the Japanese on the Weiwei shore.

#### REMOURED INVASION OF FOCHOW.

There has been a persistent rumour that the Japanese had detached a portion of their fleet and projected a descent upon Fochow and Fochow, the main object being to capture the Docks and Arsenal at Fochow. Yesterday, a private telegram from Hongkong to Fochow elicited the official assurance that all was quiet at the latter port. We do not think Fochow or Fochow will come within the sphere of hostile operations for some time.

#### ALL THE CHINESE TORPEDO-BOATS AT WEI-HAI-WEI CAPTURED OR SUNK.

Of the Chinese Fleet in Wei-hai-wei, the *Chen-yen* (Gronel), *Ching yun* (steel cruiser) and *Kuang-ping* (cruiser) are now reported to be unharmed. Of the twelve or thirteen Chinese torpedo-boats in Wei-hai-wei, ten were captured by the Japanese, two sunk, and one escaped.

#### THE CHINESE PEACE ENVOY.

Their Excellencies Chan and Shu have come and gone again. Kobe has been favoured with a glimpse of their persons, and with nothing of their intentions. All the settling of the Korean order was in vain, its new-found glories were not to be observed by Celestial eyes. One who was done as to the presenting of credentials for official inspection, if anything was done at all, a veil of mystery has been drawn. Nothing has transpired of what took place during Mr. Iwano's visit to the steamer about nine o'clock yesterday morning (Jan. 30), nor during the three hours they remained at the Oriental Hotel. Perhaps there is really nothing to transpire; it may be that Messrs. Chan and Shu preferred waiting quietly on shore while their bag and baggage were transhipped under the superintendence of some twenty odd members of their numerous suite, and that this preference alone dictated their movements.

However that may be, the pair of them landed at about five minutes past tea yesterday morning at the Empress Hotel from a steam-launch. Quickly they took their places in an unpretentious single-horsed carriage sent from the Hotel for the purpose. The book was put up, Mr. Foster, Mr. Henderson, four Chinese Secretaries, and one or two others mounted in *jinrikshas*, at its head and through the crowd of policemen and spectators the procession made its way by the Bund and the broad roadway to the Oriental. Chan showed himself plainly and remained absolutely unmoved by the rude salute of 'wai' which was at all well known as he had been at all, the remembrance of which price set on Japanese heads again distinguished him as a fugitive. At any rate his countenance, and his way by the Osaka Hotel's exterior, plain.

#### THE CHINA MAIL.

grapher, although he made five shots at interesting points of the Embassy's coming and going.

During their stay on shore the Oriental Hotel was closely guarded by police; the arrangements seemed to us very well carried out, and especially on the Embassy's departure at half-past one the police were kept at a very respectful distance.

As they came, and on their launch coming alongside the *habous* they at once embarked and proceeded directly to the *Chari-maru*. Chan and Shu both appeared well pleased and Mr Foster was generally itself. Within a few minutes of their coming on board the native steamer hoisted her anchors and proceeded slowly out of the harbour.—Hogg News.

#### LATE TELEGRAMS.

(Times of Ceylon.)

#### MINISTERIAL CRISIS IN GREECE.

Athens, January 23.—The Ministry has resigned. Mr. Trikoupi objecting to the Crown Prince appearing in the streets during the demonstration and ordering the troops and police not to interfere with the people.

#### RESIGNATION OF THE PRESIDENT OF THE ARGENTINE REPUBLIC.

Buenos Ayres, January 23.—Intelligence received from Buenos Ayres states that the President of the Argentine Republic has resigned on account of his disapproval of the Political Amnesty Bill, which is fostering anarchy in the Army and Navy.

#### CONSERVATIVE VICTORY AT ERETHAM.

London, January 23.—The result of the Eretham election rendered necessary by the death of Sir Edmund Lechmere was declared this morning. The Conservative candidate, Colonel Long, being returned by a majority of 1,200 votes. Colonel Long secured 4,700 votes, and Mr. Frederick Impay, the Liberal candidate who unsuccessfully contested the seat at the last election, obtained 3,500.

#### THE ARMENIAN PATRIARCH AND THE PORTS.

Imirlian, January 23.—Monsieur Imirlian, the Armenian Patriarch, has presented a most resolute letter to the Porte, in which he gives notice of his intention to send an independent person to Russia to enquire into the truth of the atrocities committed by the Turkish soldiers and officials.

#### RUSSIA ON THE PAMIR.

St. Petersburg, January 23.—The *Novoe Vremya*, referring to the complaints received from the Pamir region, that the Afghans continue to maltreat the inhabitants of Shighan and Boshan, and to the appeals made by the latter for Russian protection, urges upon the Government the necessity of the prompt occupation of Shighan and Boshan by advances posts of observation to the legitimate limit of the Russian Southern Boundary. The *Novoe Vremya* declares that Russia should act rapidly in such matters, like England, without asking permission.

#### THE GERMAN EMPEROR'S BIRTHDAY.

Berlin, January 27.—On the occasion of the birthday of the Emperor, William, a general Army Order has been issued, which dwells at much length on the glorious victory over France. The Order reminds the army that fear of God and fidelity to the Throne will alone preserve the greatness of Germany.

#### THE POLICY OF THE LIBERAL GOVERNMENT.

London, January 26.—The Marquis of Ripon, speaking at Blackburn yesterday, said that the settlement of the Home Rule question has still the foremost place in the Liberal policy, but that it was a criminal waste of time to attempt to force the Bill now, knowing very well that it was doomed in the House of Lords. His Lordship added that the Government would appeal to the country as to whether House of Parliament should control legislation, and will abide the verdict.

#### NEWS BY THE AMERICAN MAIL.

##### THE BRITISH CABINET.

London, January 10.—Rumour dissections in the British Cabinet attracted the greatest interest in to-day's council, which met at noon with all the Ministers present. Sir William Harcourt, Chancellor of the Exchequer, and John Morley, Chief Secretary for Ireland, are understood to have been of opinion that the coming session of Parliament, with this in view, is added, Premier Rosebery and Home Secretary Asquith and other members of the Cabinet do not agree. It is said the misunderstanding as to the disposition of the surplus for 1895 is much more serious than was at first believed, the main point at issue being a claim by the Cabinet Ministers and others that the surplus should be devoted to the use of the navy.

##### THE BIRMINGHAM POST.

London, January 14.—The Birmingham Post asserts that the disunion in the Cabinet, caused by its decision to carry out the naval programme, is said to have been smoothed over by a compromise, by which a loan will be issued to provide the necessary funds for the navy instead of taking the surplus of the budget of 1895, to which Sir William Harcourt, Chancellor of the Exchequer, was opposed, as he desires to do something to support the surplus. It is believed by the Post that the loan will be issued in the form of a terminable annuity.

##### WAR TALK IN EUROPE.

London, January 13.—A circumstantial statement comes to the effect that Germany is on the point of withdrawing her Ambassador from Paris. Italy has already done so under circumstances which plainly suggest premeditation, perhaps collusion, with her Triple Alliance partners. It becomes impossible to wonder whether Crispien is wavering again as he did in the Strauburg with an incident of five years ago, to provoke France out of her patience into attacking Italy. Responsible Liberal politicians at Rome plainly suspect him of this design, and the course of events of late points to a confirmation of this theory.

By the terms of the Triple Alliance, of course, the help of the other two powers can only be claimed if the third is attacked and invaded. This renders a successful Italian war possible only if France can be goaded into taking the offensive. That, in turn, depends on whether Crispien deliberately desires war. Those who have the best means of observing him alone at home, believe that he does. They argue that Italy is on the brink of ruin and ruin, and that the only way to save her is to go to war. This renders a successful Italian war possible only if France can be goaded into taking the offensive. That, in turn, depends on whether Crispien deliberately desires war. Those who have the best means of observing him alone at home, believe that he does. They argue that Italy is on the brink of ruin and ruin, and that the only way to save her is to go to war.

A Vienna dispatch says Emperor William intends to meet King Humbert of Italy during the year to arrange for modifications in the Triple Alliance before it is renewed. It is almost certain that the Emperor will meet King Humbert.

##### WAR TALK IN EUROPE.

London, January 10.—A dispatch from Shanghai to the Central News says: The British Government has wired instructions to Admiral Fremantle, commanding the British fleet in Chinese waters, to prevent, by force if necessary, the Japanese squadron from ascending the Yang-tze-Kiang.

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## Mails.

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 20, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Mar. 9, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Mar. 27, at daylight.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 20th February, at daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and all principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, February 11, 1895.

## Occidental &amp; Oriental Steamship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgie (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 27, at daylight.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Mar. 20, at daylight.

Gaulle (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, April 10, at daylight.

HONOLULU..... at daylight.

THE Steamship BELGIE will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, 27th February, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

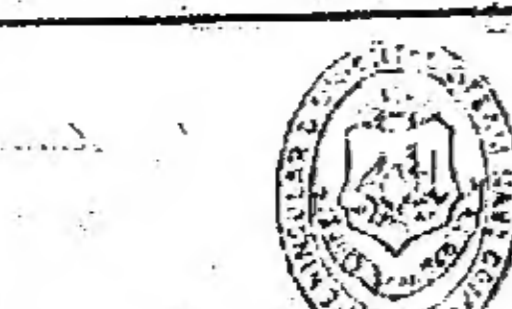
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 11, 1895.

## Mails.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship SUTLEY, Captain W. J. NANTRE, carrying Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY, on THURSDAY, the 14th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, January 31, 1895.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th February, 1895, at Noon, the Company's S.S. MELBOURNE, Commandant BOURDON, with MAILS, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th February, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, February 6, 1895.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma..... Tuesday | February 26.

Victoria..... Tuesday | March 19.

Victoria..... Tuesday | April 9.

THE Steamship TACOMA, Captain R. CRAWFORD, sailing at Noon, on TUESDAY, 26th February, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL &amp; Co., Agents.

Hongkong, January 23, 1895.

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Intimations.

CALDBECK, MACGREGOR &amp; Co.,

Wine and Spirit Merchants,

13, QUEEN'S ROAD, Hongkong, August 18, 1891.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSU BUSSAN KAISHA, Agents.

J. S. VAN BUREN, Agent.

Hongkong, February 11, 1895.

## Intimations.

CHAS. J. GAUPP &amp; Co., Chronometer, Watch &amp; Clock Makers, Jewelers, Gold &amp; Silver Smiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' ORBITERATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY &amp; IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER &amp; ELECTRO-PLATED WARE, CHRISTIE &amp; Co.'s ELECTRO-PLATED WARE, GOLD &amp; SILVER JEWELLERY in great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 743

PRIVATE BOARD AND RESIDENCE for LADIES and GENTLEMEN. Special attention to Medical comfort. Accommodation for Table Boarders. Central situation.

Mess. MATHER, 2 and 3 Pedlar's Hill.

Hongkong, July 24, 1893. 1287

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point.

Address: Care of SUPERINTENDENT.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY-SPEED-PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. C. P. MARSHALL, R.N.R., WEDNESDAY, 20th Feb.

EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R., WEDNESDAY, 20th March.

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 10th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, January 23, 1895.

SHARE LIST.—QUOTATIONS.—FEBRUARY 11, 1895.

Stocks.

No. of Shares.

Value.

Paid up.

Closing Quotations, Cash.

Hongkong and Shanghai Bank Cor.

Bank of China, Japan and Straits.

National Bank of China, Limited.

MARINE INSURANCES.

Oyster Insurance Office Co., Ltd.

North-China Insurance Co., Ltd.

North-China Insurance Co., Ltd.

Union Insurance Society Co., Ltd.

Yong Sang Insurance Association, Ltd.

FIRE INSURANCES.

China Fire Insurance Co., Ltd.

Hongkong Fire Insurance Co., Ltd.

DOCK.

H'kong &amp; Whampoa Dock Co., Ltd.

STEAMERS.

China and Manila S. S. Co., Ltd.

Douglas Steamship Co., Limited.

H.K. &amp; Kow. Wharf &amp; Godown Co., Ltd.

Indo-China S. N. Company, Limited.

China Mutual S. N. Co. ....

Do. (new issue).

REFINERIES.

China Sugar Company, Limited.

Yantai Sugar Company, Limited.

WINE MERCHANTS.

H.K. &amp; Kow. Wharf &amp; Godown Co., Ltd.

Wanchai Warehouse and Storage Company, Limited.

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited.

Kowloon Land and Building Company, Limited.

Humphreys Estate &amp; Finance Co., Limited.

West Point Building Co., Limited.

RAILWAYS.

H.K. High-Level Railway Co., Ltd.

Jelap Mining and Trading Co., Ltd.

Panjo Mining Co., Ltd.

Societe Francaise des Charbonnages du Tonkin.

New Balmoral Gold Mining Co., Ltd.

Rampart Gold Mining Co., Ltd.

Societe Francaise des Houilleres du Tonkin.

## Intimations.

SANTAL MIDY

Believes the scalding pain at once and

CURES

all discharges from the genito-urinary organs in either sex in

48 HOURS.

SANTAL MIDY

is a specific for Cystitis.

SANTAL MIDY

obtained from the best Mysore wood.

SANTAL MIDY

Unlike the mandal oil of the Bazar, is superior to Copoba, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations.

Each tiny Capsule bears the name MIDY.

RUE VIVIENNE, PARIS.

For Sale by A. S. WATSON &amp; Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY-SPEED-PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

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Hongkong, January 23, 1895.

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Value.

Paid up.

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National Bank of China, Limited.

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Oyster Insurance Office Co., Ltd.

North-China Insurance Co., Ltd.

North-China Insurance Co., Ltd.

Union Insurance Society Co., Ltd.

Yong Sang Insurance Association, Ltd.

FIRE INSURANCES.

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Hongkong Fire Insurance Co., Ltd.

DOCK.

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STEAMERS.

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H.K. High-Level Railway Co., Ltd.

Jelap Mining and Trading Co., Ltd.

Panjo Mining Co., Ltd.

Societe Francaise des Charbonnages du Tonkin.

New Balmoral Gold Mining Co., Ltd.

Rampart Gold Mining Co., Ltd.

Societe Francaise des Houilleres du Tonkin.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedlar's Wharf.
6. From Pedlar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharf.
11. Jardine's Wharf.